

In the Claims:

1. (canceled).

2. (canceled).

3. (canceled).

4. (currently amended)      A continuously operating flare pilot for igniting flammable fluids discharged from the open end of a flare stack which is stable in high winds and other severe weather conditions comprising:

a fuel-air mixture inlet pipe;

a fuel-air mixture discharge nozzle connected to said fuel-air mixture inlet pipe;

a flame stabilizer attached to and surrounding said fuel-air mixture discharge nozzle;

a wind shield having a lower end attached to said fuel-air mixture discharge nozzle or said fuel-air mixture inlet pipe whereby a fuel-air mixture discharged from said fuel-air mixture discharge nozzle enters the interior of said wind shield; and

at least one opening in each of the opposite sides of said wind shield positioned at substantially right angles to the front of said wind shield facing said open end of said flare stack through which wind can flow into the interior of said wind shield; and

~~the flare pilot of claim 1 which further comprises~~ an outwardly extending wind capturing baffle attached to each of said opposite sides of said wind shield and positioned substantially around said openings therein.

5. (original)    The flare pilot of claim 4 wherein said wind catching baffles are formed in the shape of an inverted U.

6. (original) The flare pilot of claim 4 wherein each of said wind catching baffles is positioned substantially around a plurality of openings in said wind shield.

7. (original) The flare pilot of claim 6 wherein said plurality of openings in said wind shield within each baffle are orientated so that wind flowing through said openings is caused to flow downwardly towards the lower end of said wind shield.

8. (canceled).

9. (canceled)

10. (canceled).

11. (canceled).

12. (canceled).

13. (canceled).

14. (canceled).

15. (original) The flare pilot of claim 4 wherein said wind shield includes at least one opening therein to relieve pressure when said fuel-air mixture is ignited.

16. (original) The flare pilot of claim 4 wherein said wind shield includes a plurality of openings therein to relieve pressure when said fuel-air mixture is ignited.

17. (canceled).

18. (currently amended) In a method of igniting combustible fluids discharged from the open end of a flare stack with a continuously operating flare pilot positioned adjacent to the open end of the flare stack in high winds, rain and other severe weather, the flare pilot being comprised of a fuel-air mixture inlet pipe, a fuel-air mixture discharge nozzle connected to the fuel-air inlet mixture pipe and a wind shield having an open upper end and a lower end attached

to the fuel-air mixture discharge nozzle or the fuel-air mixture inlet pipe, the improvement which comprises:

providing a flame stabilizer attached to and surrounding said fuel-air mixture discharge nozzle; and

providing at least one opening in each of the opposite sides of said wind shield at substantially right angles to the front of said wind shield facing said open end of said flare stack through which wind can flow into the interior of said wind shield; and

~~The method of claim 17 which further comprises the step of providing an~~  
outwardly extending wind capturing baffle attached to each side of said wind shield and  
positioned substantially around said opening therein.

19. (original) The method of claim 18 wherein said wind catching baffles are formed in the shape of an inverted U.

20. (original) The method of claim 18 wherein each of said wind catching baffles is positioned substantially around a plurality of openings in said wind shield.

21. (original) The method of claim 20 wherein said plurality of openings in said wind shield within each baffle are orientated so that wind flowing through said openings is caused to flow downwardly towards the lower end of said wind shield.

22. (canceled).

23. (canceled).

24. (canceled).

25. (canceled).

26. (canceled)